

46.5. 787. 3

R E M A R K S
ON THE
PRINCIPLE OF A BILL
FOR THE
ESTABLISHMENT OF TURNPIKES
ROUND THE
CITY OF DUBLIN.

Printed in 1786, and now Re-printed with several
Additions.

TO WHICH IS ADDED

A brief Abstract of the material Clauses of the
Bill now pending in Parliament.

D U B L I N:
PRINTED BY P. BYRNE, No. 108, GRAFTON-STREET.
M.DCC.LXXXVII.



08-324

REMARKS
ON THE
PRINCIPLE OF A BILL
NOW PENDING IN
PARLIAMENT, &c.

THE Bill for the improvement of the principal avenues leading to the city of Dublin, by erecting turnpike-gates thereon is founded on two principles; necessity and justice.

The ruinous and almost impassable state of most of the great roads contiguous to this city, needs only be mentioned to be admitted. It is incontrovertible that the permitting the avenues

to the metropolis of a country like this to remain ~~in such a state, is a disgrace to those who have~~ the power to remedy it; and it is no less certain, that the shame of such neglect or omission, will grow every day more flagrant in proportion as the improvement of the parts within the circular road shall advance.

The question then is, what are the causes of this grievance, and will the measure proposed be necessary and adequate to the removal of it?

The first cause of the badness of those roads is the great concourse of passengers.

The second, the universal use of unstatutable wheels.

And the third, the insufficiency of the present funds.

Abstractedly considered, the lands contiguous to a metropolis must be more divided by roads than any other part of the country; the rays converging to a center approaching nearer to each other accordingly as they tend to the point of contact. But examine the fact, and you will find that there are no less than sixteen avenues leading into this city, of which five only are now turnpikes, and the other eleven (excepting a small part of one) are a charge on the county of Dublin.—

Dublin.—As these roads lead from all parts of the country to this great city, the number of horses, cattle and carriages that frequent them are out of all proportion greater than in any other county of this kingdom. A gentleman on the Slane road through Finglass, on a chance day, from curiosity, counted 1400 loaded carriages which passed by his door.

Next, as to unstatutable wheels ; a low-backed car, such as is in common use, is a machine well adapted to this country ; but until a law shall be made to prove effectual in enforcing a reasonable breadth, and a proper formation of its wheels, no road can be made to resist them. Two wheels affixed firmly to an axle-tree, shod with sharp iron, that iron armed with long spikes, and that axle-tree loaded with a very heavy weight, and dragged along a road, is a formidable instrument to tear up its surface, however well constructed and gravelled. Yet such is the practice of to-day, and no mode can ever stop it, but a light toll on statutable, and a heavy one on unstatutable wheels.

The insufficiency of the fund is the next consideration. It was judged that two shillings per acre would be as great a tax as the landholders of the county of Dublin ought to pay annually : Hence the extent of grand-jury presentments has been limited to that sum, which amounts to £.11,465 14s. 6d. per annum, on the whole of the county. Deducting from thence the annual

charges for collection, county hospital and salaries, making together £.1309 4s. there remains £.10,156 10s. Other deductions must also be made, viz. for prisoners bread, for fees for culprits acquitted, transporting felons, transmitting prisoners, executions, rewards for apprehending robbers, stipends to clergymen conformists, purchase of land for making or widening roads, expences to be incurred by the jail-bill of last session, and others, which, *communibus annis*, may be estimated at the least at £.1156 10s. od. that sum being deducted there will remain £.9000 from which we must also subtract 5 per cent, or £.450, that the law allows to the acting overseers so that £.8550 nett is the utmost sum that the grand-jury can apply to build and repair session-house, jails, bridges, sewers, sea-walls; and to make and repair the numerous roads and foot-paths that so thickly intersect this county.

The point then to be determined is, whether £.8550 per annum be sufficient. Let us first enquire, whether it be sufficient to repair those roads which are the object of the present bill, that is to say, from the end of the pavements of the city of Dublin to the circular road, which on an average may be computed at a quarter of a mile, and from thence six miles of the eleven leading avenues therein mentioned. Multiply eleven by six and a quarter, and it gives sixty-eight miles and three quarters, from whence deduct three miles, there being about so much of the Black-rock road repaired by the city, and there will remain

main sixty-five miles and three quarters. There are 320 perches in a mile, consequently 65 $\frac{3}{4}$ miles make 21,040 perches, running measure, which are to be kept in order out of this fund. Those who are acquainted with the price of labour, and the difficulty of obtaining good materials in the county of Dublin, will know that not a perch of those eleven roads within six miles and a quarter of Dublin can be effectually repaired for less than from eight to thirty shillings per perch, of which the average is nineteen shillings. But though every perch of those roads might not require an annual repair, at least the one half next Dublin certainly will. We therefore may fairly estimate the whole at ten shillings per perch, (including foot-paths) annually. Gentlemen of distant counties may think this price too great, and that the money must be jobbed in the expenditure; it is however to be alledged that both the law and the powers of examining strictly into the money matters of this county, are much more comprehensive, and much better calculated for the prevention or detection of frauds, than in any other county, as the law here requires very circumstantial and detailed estimates and accounts and as the time for sifting those estimates and accounts is not limited to three or four days, nor is it embarrassed with the consideration of criminal business, but is extended, without interruption, to the four terms in every year.—And that the county have, for a series of years, profited by those particular advantages, must be affirmed by every man who has had an opportunity of knowing the mode in which the county business is, and has been transacted.

Upon

Upon the foregoing calculation, the cost of the eleven roads would amount to the sum of £.10,520 per annum, from whence deducting £.8550 the nett amount of all that can remain to applied after the foregoing deductions, there will be a deficiency of £.1970 without any possible fund to answer it, exclusive of the total expence of the residue of those roads beyond the six miles and a quarter, of building and repairing sessions-house, jails, bridges, sea-walls, and all the other roads and foot-paths of the county, which would be left entirely unprovided for.

But to adduce a particular instance of the insufficiency of the fund, let us state a fact which has occurred since the last session of Parliament. By the act which received the Royal assent that session, for paving and lighting the city of Dublin, the power of the directors and commissioners was extended to the circular road; and, as part of the county of Dublin is within that circuit, it was provided by a clause in the act, that estimates, for the repair of those parts of the roads that lay between the end of the pavement, and the circular road, appertaining to the county of Dublin, should be lodged with the secretary of the grand jury, that they might present such sums of money, to the directors and commissioners, as should be deemed necessary, that the works might be executed and the repairs made under the inspection and controul of the officers of that board. In pursuance of that clause, their surveyor lodged
estimates

estimates for the repair of the roads and foot-paths leading to Summer-hill, to Dorset-street, to the Linen-hall, and to Stony-batter: all of which are part of the barony of Coolock. Those estimates having been strictly examined by the inspector of the public accounts of the county, it appeared by his report, that the estimates were remarkably reasonable, some of them so much so, that a cart to earn 3*s.* 4*d.* per day, must have travelled 21 miles. The bad condition of both roads and foot-paths was visible and acknowledged: But what could the grand jury do, but lament that they must leave them in the wretched state they were in? As the sums required by the directors and commissioners for that small district in that single barony when put together, was found to amount to £.1,043. 2*s.* 5¼*d.* a greater sum by £.225. 10*s.* 5¼*d.* than the grand jury had by law a power to present on the entire extent of Coolock, for jails, bridges, sea-walls, county charges, and all the numerous and great roads in that division of the county.

Observe also, That the sums at present laid out on those roads, are in fact a grievance, as they are so much money thrown away for neither utility nor pleasure. In a few weeks, after an expence of five or six shillings per perch, the roads are just as ruinous as before; and until they be properly moulded and levelled, and can have constant attendance to prevent the water from settling on them, no sum can be effectual. So

C

that

that now the county of Dublin farmer, not only feels himself taxed to an insupportable degree, but has besides the aggravating reflection, that the money so taken out of his pocket, is of no manner of use, either to himself or the publick. And it is difficult for the passenger to conceive how the roads could be worse if left entirely to a state of nature.

These facts, which are undeniable, account for the present bad state of the roads, and evince beyond contradiction the necessity of establishing some other fund in aid of the county presentments.

The next topic to be discussed, is the justice of this measure, which may be considered :

First, As to the relation between the county of Dublin, and other counties.

Secondly, Between the county and city of Dublin.

And lastly, Between the different inhabitants of the county of Dublin.

And first, as to other counties :

The attraction of passengers from the different parts of this island to the metropolis, and the immense increase of carriages are the principal

principal cause of the heavy and insupportable expence of the repairs of the roads within this county *. If the inhabitants of this county did equal damage to the roads of every other county, as the inhabitants of other counties do to these, a toll on these roads might, in that light, be judged inequitable. But the fact being diametrically opposite, it is just that they should, in some degree, contribute to the repair of the injury they do. In all the applications made to parliament for the establishment of turnpikes in other counties, no instance can be induced to shew that the inhabitants of the county of Dublin thought it justifiable to make any opposition whatsoever.

But a stronger consideration is this, that since the enactment of the corn-laws, the roads of this county have been infinitely more worn than before. The land-holders of this county so far from receiving benefit from those laws, have, on the contrary, sustained a considerable injury. The inland bounty is not worth their seeking, and they are utterly precluded from the export bounty. The effect is, that the expence of carriage being paid, the distant counties undersell them in the Dublin market. So that they have to pay for the expence of the repair of those very roads which are torn up and destroyed by the corn

* It is a fact of notoriety that in the year 1740 there were but four coach-makers in the city of Dublin, and now we see them in almost every street.

that is to become the competitor of their own. This is such injustice that no system of law can long uphold.

Next, as to the city. The influx of people who tear up those roads is the support of the city. A citizen encreases his wealth by the concourse of dealers whom the county roads conduct to him; therefore it is reasonable that he should contribute to their repair.

But the inhabitants of the city who make this outcry, have never considered that they oblige every man, woman or child, who passes their toll-gates with any species of merchandize, to pay a heavy charge for the repair of their bridges and walls. They leave the oppressive tax of their pontage and murage out of the question, and they make an uproar against the payment of one penny for the repair of the county roads. Why should the inhabitants of this county pay dearly for the repairs of city bridges and city walls? and why should not the city contribute a mite for the repair of county roads, when he damages them? What parity of reasoning is this?

It is also to be observed, that the payment of the city toll falls on the poor alone, and falls upon them of necessity. They must come to market, and they must pay at the toll-house for their wares; nay more, the foot passenger is not exempted,

exempted, and an old woman with a basket of eggs on her arm, though she can do no possible damage to the bridges or the walls of the city, is however taxed on entering the limits, for the city repairs; whereas the citizen's turnpike is paid only by the richer sort; a horse only or a carriage can subject him to the toll, and when he pays it, it is not of necessity, but a voluntary act; so that in this light also there is no speculation can be formed to justify the citizen in refusing his contribution to the county roads.

The third consideration, as to the relative situation of the land-holders of this county, induces a question: whether they are all now equally taxed for the repair of roads?

In the first place, those who live on the sides of roads which are now turnpikes, pay both the turnpike toll and the barony cesses, therefore they are not in a situation similar to those whose land lies detached from the turnpike roads; and it must be admitted that taxation cannot be just unless it be equal.

Secondly, Persons possessing small tracts of ground, who follow occupations that employ a number of horses and carriages, and whose cess is proportionable to their quantity of land, and not to their number of carriages, by no means pay adequately to the damage which they do to the roads. A man who burns bricks, or who works

works a quarry, shall out of two acres of ground, for which he pays four shillings a year county cess, do as much injury to the roads, by the multiplicity of cars he keeps employed, as may cost the county fifty pounds in the year.

Again, the roads in question within the county, are in no proportion equally divided on the baronies. For instance, there are nearly six of them of which the landholders of the barony of Coolock have to pay for the repairs.

Hence it appears, that in every point of view the justice of paying a small toll is evident. But there is one position, hitherto taken for granted, which admits of doubt at least, if it is not to be absolutely denied; namely, that the intended toll will be an actual encrease of charge.

For, first, The friction occasioned by the depth of filth upon the county roads, operates so against the horse, that they seldom can put more than five hundred weight on a car on any of those roads; whereas on the northern and southern turnpikes, it is very usual to draw twelve hundred weight. This proceeds from the firmness of the bottom of those roads, and cannot be attributed to the strength of the horses, those particularly who draw the Kilkenny cars being remarkably light. The difference of weights must create a proportionable gain to the carrier, and infinitely overbalance the penny additional

additional toll which he is to pay. If a farmer at the distance of six miles from Dublin sends six barrels of wheat to market, he must now employ three cars; but if those roads were put in proper repair, he could send the six barrels on two cars, as is evident from the weight that is now drawn on the turnpike roads: Thus, the hire of one car for a day would be saved, being two shillings and two pence, at the expence of two pence, and the clear gain would be two shillings on the carriage of six barrels of wheat.

The next matter to be calculated is, the saving on the wear and tear of carriages and horses, and the profit in the value of cattle, accruing from this measure.

If a car shall go on any of these roads every week-day in the year, the total expence will be 17. 6s. Now, let any one conceive whether the saving of expence of repairs of the car, and the lessening of the damage done to the horse by going on a smooth hard road, instead of wading through filth and mire and loose stones, will not be considerably more than 26 shillings per year; and this observation has much greater force in the case of coaches, chaises, and other carriages, whose repairs are more costly, and whose horses are more delicate. It must also be remembered, that by a good road a man may with ease save three or four hours in a day's journey; a matter of great consequence; giving him more time to
execute

execute his business, and his horse more time to rest. As to cattle, the advantage is still greater. Horned cattle, sheep, and swine are to pay no toll. The state in which those animals come to Smithfield market, after passing those roads, is such as must be infinitely detrimental to the proprietors of them; as it not only abates their ostensible value, by the disfigured condition in which they appear, but reduces their real value from the hardships they undergo in struggling through miles of clay and mire.

We may also observe, that the proposed Bill will not only have a partial but a general operation; for though the application of the fund that the Tolls will produce is in the first instance to extend only to six miles and a quarter of each road, yet it is evident that every road in the county will feel the good effects of it; as the county, being relieved from the unjust burthen of repairing the great avenues, will be enabled to keep all the other roads in perfect order.

These are the arguments founded on the necessity and justice of the measure; let us now consider the objections that have been made to it.

The first is, that the turnpike roads are the worst in the kingdom.

This

This cannot be admitted—at least in the extent in which it is asserted. The fact is, that the first roads that were rendered passable in this part of the island, were made so by the assistance of turnpikes. A gentleman who lived at Fore-naughts before the turnpike road from Dublin to Kilcullen was made, which was in the year 1729, could not do more on horseback in a winter's day, than to arrive in this city. And it was impracticable for the best set of horses in the kingdom to go farther than Naas in an entire summer's day.

In the same session of 1729, the act for repairing the roads to Navan was obtained; and so conspicuous was the advantage, and so striking the improvement, by making those roads comparatively good, that in the next session of Parliament, in the year 1731, eight turnpike acts received the Royal assent. In the session of 1733, four more. Before the year 1735 all those roads were so approved of, that applications were made for eight more turnpike acts. In 1737, one passed. In 1739, four other turnpike acts were obtained. So that the gentlemen of that time viewed turnpikes in a different light, and considering them as the most equitable and just mode of levying money, in the short period of ten years, established no less than twenty-seven turnpike roads in the several counties of this kingdom.

C

Several



Several reasons can be assigned why the turnpike roads at this day do not appear in so advantageous a light. The first is, that they are the great travelling roads of the kingdom, and consequently are the most worn. Again, the several counties where they have been established, being eased of the burthen of repairing them, the gentlemen are left at liberty to expend the whole force of their counties in repairing and beautifying the less frequented roads that lead from those great turnpike avenues to their several habitations; and with those the turnpike roads are now contrasted. Therefore it does not appear that the erection of turnpikes is in itself a prejudicial measure. But the fair question to ask is, what are the causes why the turnpike roads are in bad repair, and whether those causes are applicable to the roads to be formed under the proposed bill?

Two original deficiencies in the formation of the turnpike laws unite in the same effect, namely, that the money raised is insufficient for the work to be done.

The first of these causes, was the allowing the trustees to borrow large sums on the security of the tolls.

And the second, the calculation of the produce of the tolls, upon a supposition of the aid of the
fix

six days labour, which was then to be given from the parishes.†

It is obvious, that if three-halfpence only are to be paid for a car for travelling twenty-one Irish miles, which is the case on the road from Dublin to Kilcullen, and if that stipend can be supposed adequate to the repair of the road, when the same toll is to be applied to two purposes instead of one, namely, the discharging of the interest of money, as well as the repairs, it can never answer the desired effect. For if one third of the tolls, as is the case on the Naas turnpike, or one half, as on the Dunleer turnpike, be taken out of the fund for the interest of their debt—the residue must surely fall short in the same proportion.

It is also obvious, that where tolls to a certain amount have been calculated to answer a certain purpose, together with the aid of another fund, namely, the six days labour, and when the auxiliary fails, which was the case when the grand-juries were enabled by law to present, in lieu of the labour, and when they rejected all presentments for turnpike-roads, the calculation of the toll, from this circumstance also, if ever adequate, must prove insufficient, by the defalcation of the aid which it originally possessed.

† One third of the six days labour of every Parish through which the Naas road passed, was by the Turnpike Act to be applied to repair it.

But

But in the present instance there is no interest of an old nor of a new debt to be paid ;—no debentures now on the county roads, and no possibility of any in future. The trustees are not enabled to borrow one shilling by the present bill.

Next, as to defalcation from their fund, none can arise ; on the contrary, the grand-juries of the county have still the power of presenting in aid of their tolls, if necessary, so as that their income must always be adequate.

As therefore the want of sufficient means is the real cause why the turnpike-roads are not kept in perfect repair, that cannot happen in the present instance, and the turnpike-roads to be established under the proposed act would be in circumstances totally different from any other in this kingdom.

The next objection is, the encrease of the price of provisions.

The different species of animal provisions brought to this city consist of black cattle, sheep, lambs, swine, and also calves, poultry and fish. Of the four first mentioned there can be no question as to the enhancement of their price, as they are to pass toll free. Of the latter kinds, suppose only two Wicklow calves to be brought on a car, value £.6, the encrease in the price would be a 1440th part. Let a car only bring five dozen of fowls,

fowls, at fifteen shillings per dozen, the encreased value would be a 900th part.

As to fish, it is hard to estimate, the price and forts being so fluctuating, but from the ordinary value of a car-load of fish, one should conclude, that the proportionable encrease would be full as insignificant as the lowest mentioned.

Other provisions, as butter, cheese, bacon, and all kinds of corn and flour, bear nearly the same proportion. For instance, seven hundred weight of butter, at four pence per pound, will be encreased the 3136th part. Three barrels of wheat, at £.3 15s. 0d. the 900th part. Potatoes seven hundred weight, at £.1 1s. the 252d part. But of these a much greater proportion are brought to this city by water than by land.

How trifling this small fractional rise on the price of provisions would be, if it really were so! But when it is considered, that a farmer who is to travel any road, loads his car so as to be able to pass every part of that road; and knowing the six miles in the vicinity of Dublin to be always bad, he cannot put above five hundred weight on his car; but if they were equally good as the distant parts, he then can put at least seven hundred and an half; this must operate according to the price per hundred weight of carriage from the place

place whence he comes; suppose it two shillings, he would then gain five shillings for the payment of one penny, which would enable him to lower the price of his load to the public, instead of increasing it.—So that neither the farmer nor the consumer need apprehend a tax, the numeration of which on the retail of the commodities would be difficult in figures to shew, and which no coin of any country is minute enough to represent.

It is objected again, that this will injure the improvement of land, by the tax on manure.

To this no more complete answer can be given, than the assertion of one fact; namely, that the lands immediately contiguous to the present turnpike roads are as highly manured as any other in the county, that where five hundred weight only can be drawn on a soft road, at least seven hundred and an half weight can be drawn on a hard one with the same facility. Witness that a horse can draw upon a car a hoghead of sugar, or a but of currants, (not very short of a tun weight) in any part of the pavement of Dublin, and even up its steepest paved ascents.

If

If the distance be such as that a car can make but one turn in a day. and if it require one hundred and sixty loads to manure an acre, the drawing of each load may be estimated at 2s. 2d. amounting to £.17. 6s. 8d. per acre; but if a horse can draw seven hundred and an half weight on a sound road, which experience shews he may, an acre and a half will be manured for the same sum, adding only 13s. 4d. which is the amount of the toll.

If more turns than one can be made in a day, the advantage to the farmer will be proportionably encreased; so that this bill must operate as an encouragement, instead of an injury, to the improvement of land.

But it is said, that after you pay the toll, the roads will be just in as bad a condition as before.

There are two objects necessary for the carrying on of public works—a sufficiency of money; and intelligence and œconomy in the expenditure of it.

The first is the basis, and without it the work cannot be undertaken.

As to the second, if the board to be appointed does not administer the funds committed to their charge

charge with propriety, displace them, and vest it in other hands. This argument arising from the abuse of a measure proves too much. You may as well refuse to pay the paving-tax, thro' fear that your streets should not be repaired; or pipe-water money, lest you should get no supply of that necessary article; or any other tax levied for the public benefit; as they are all subject to misapplication as well as this.

It has happened that this measure has met with a very extraordinary kind of fate. Gentlemen of other counties exclaim, "Why should we pay for the repairs of the roads of the county of Dublin?" And some persons of the county of Dublin are still more exasperated, and say, "Why should the gentlemen or farmers of other counties contribute towards the repair of our roads?"

Let the gentlemen of other counties, who object to this measure, answer a few plain questions.

Do they pay two shillings per acre for county cess?

If they do, would they agree to encrease that tax?

Does

Does not the cause that induced parliament to establish five turnpike-roads in this county subsist at this day, namely, the inability of the county to repair the roads?

Have the farmers of the counties in the north, in the south, west, or north-west of this kingdom, complained of the higher tolls now levied on their roads leading to Dublin than this bill requires?

Lastly, would they rather pay one penny to go along a road, such, for instance, as the circular road, (which observe is a turnpike) or pass toll free along the Finglas, Cabragh, Miltown, Crumlin, or Tallagh roads? For this is the alternative.

To the latter it is difficult to answer; such an instance of self-denial, when being squeezed to the last farthing for the repair of their own roads, they reject with scorn any extra aid to make up the deficiency, is so uncommon, that it requires a new species of logic to convince them that it is right they should accept of a just alleviation of the burthen which they are not able to bear.

D

But

But what can be said to those who propose to annihilate the present turnpikes, and lay the charges of those roads also on the county? Could any man seriously conceive that it would be a benefit to the county of Dublin, to make the landholders pay £.5000 per annum, additional cefs? that is, as much as to say, that they should pay three shillings per acre instead of two.

In the course of this argument, one weighty consideration has been omitted: viz. the comfort and convenience of foot-passengers, who are the multitude. The middle of the roads is now the only passable part of them, which, in general, is but ankle deep.

It is no wonder that our peasantry should have the character of being uncleanly, when they are obliged to wade through every kind of filth, even at the entrance of the metropolis, and are subject besides to being bespattered by every beast that passes. The remedy, namely, to make foot-paths, is obvious, but the roads must first be sufficiently widened, and properly moulded, to admit of those foot-ways, for none of which objects is there now any fund whatsoever.

In fine, a toll or tax, must always be in some degree unpopular; but of all the taxes that can be

be imagined, none can be more equitable than a turnpike toll.—Every poor man pays towards the repair of the damage, and also in proportion to the damage he does; and every rich man pays higher for his damage, according to the splendor and luxury of his equipage, and the number of his attendants.

It has been arithmetically demonstrated, that no further improvement can be made out of the present fund.

And it has been proved by deductions nearly as conclusive as arithmetical demonstration, that any charge to be incurred by the proposed bill, will be ten-fold overbalanced by the advantage accruing therefrom.

The ultimate decision to be made is this; will the members of the legislature think it fitting and proper, that these roads should remain in their present shameful state, or will they institute a fund to make them good, without injury to any one, but, on the contrary, with universal benefit to all denominations of men?

The Editor thinks it proper to submit to the Publick the following outlines of the proposed Bill.

THAT one toll-gate be established upon each of the following avenues leading from the city of Dublin. The road to Howth, to Baldoyle, to the Naul, to Finglass, to Ratoath, to Tallagh, to Rathfarnham, to Miltown, to Donnybrook, to Balls-bridge, and the road through Ringsend. No gate to be between Dublin and the circular road; the ticket of the day to pass through any of those gates, and no side gate to be on any of those roads. The tolls to be,

	s.	d.
For a coach and six, or four wheeled wain or cart drawn by six horses	1	1
For a coach or four wheel'd carriage drawn by four horses	0	8
For a coach with two horses	0	6½
For a one horse chaise	0	3
For every dray or cart with two horses	0	3
For every dray or cart with one horse	0	2

For

For a car drawn by one horse 0 1

For every saddle horse 0 1

Cattle of every kind going to water or coming to market pass free. The corporation to be formed of the governors of the county, the members of Parliament for the county and city of Dublin, and every member of parliament having a freehold estate within six miles of the circular road, in the county of Dublin: together with the grand jurors for the county of Dublin, sworn at each Easter and Michaelmas term, in rotation.

The trustees to appoint gate keepers, at a salary not exceeding twenty pounds a year: and any number of surveyors that may be necessary, at salaries not exceeding forty shillings per year, per mile, for any number of miles they are appointed to survey. Their duty to be, constantly to survey the district they are appointed to, and to cause all nuisances to be removed, to report all repairs wanted, and see that the undertakers execute the works properly; a board of the trustees to be held every fortnight. The money to be weekly paid into the bank of Ireland. Separate accounts to be kept of the produce of each gate, to be in the first place expended upon the road on which it was collected. The repairs on each road to begin at the last house taxed by the directors

rectors and commissioners for paving and lighting the city of Dublin, and to continue for six miles from the circular road. That all money ordered for the repair of the roads, or foot paths, within the circular road, be issued to the directors and commissioners for paving and lighting, that the work in their district, may be executed under the inspection of their officers. That no work be ordered to be done, or money paid, untill the estimates and accounts are inspected and audited, in the same strict manner, that the accounts of the money presented by the grand jury of the county of Dublin are audited. If the tolls should not be found sufficient to keep the district in perfect order, and to widen where necessary, the county not to be discharged from the obligation of presenting under the existing laws, the tolls being to be considered as an aid granted to the several baronies. Narrow wheeled carriages to pay double Toll—And lastly no draft upon the bank to be drawn, but on the order of five trustees, at a board assembled.

F I N I S.



